

The CHAIRMAN—Considerable difficulty has been experienced in the past in landing at Gap Road, so I am informed by people whose duties call them there. It is hoped that by the erection of a new derrick the landing of passengers will be facilitated, and the Committee recommends this vote. It is hoped that the work will be put in hand without any delay.

The vote was agreed to.

The CHAIRMAN said the Government next recommended the Council to vote a sum of \$150 to cover the wages of two Chinese watchmen for Wanchai Island Lighthouse from 18th June to 31st December, 1901 at \$12 per month each.

The CHAIRMAN—This is part of the staff found necessary to obtain for the Lighthouse. The vote was agreed to.

In the next minute the Government recommended the Council to vote a sum of \$6,000 to cover the cost of the improvement in lighting the approaches to the Harbour of Hongkong, during the current year.

The CHAIRMAN—Hon. members will recollect that some time ago this question was brought before the Council, and a number of papers, in connection with it were laid on the table. The scheme is to move D'Aguiar light to Green Island, and Green Island light to Collinson. The expenditure in connection with the carrying out of this work will be \$13,000. Of that sum, \$6,000 is now required and will be expended this year. The other \$7,000 will be required early next year.

The vote was agreed to.

The CHAIRMAN said—The Governor recommends the Council to vote a sum of \$101,000 in aid of the vote for the construction of an armory for the Police. Some time ago a vote was taken for the construction of this armory, but it was found to be insufficient, and another vote is necessary to cover the expense.

The vote was agreed to.

The CHAIRMAN said that in the next minute the Governor recommended the Council to vote a sum of \$4,000 to cover the salary of an additional overseer for the Public Works Department from 1st June to 31st December, 1901, at \$1,000 per annum.

The vote was agreed to.

In the next minute the Governor recommended the Council to vote a sum of \$4,750 to cover the cost of training and diverting the nullah in the vicinity of the Tram Station.

The CHAIRMAN—The Director of Public Works informs me that the diversion of this nullah will do something to improve the neighbourhood.

Hon. J. THURBURN—Where is it to be diverted?

ACTING DIRECTOR OF PUBLIC WORKS—The course of the nullah is at present a very irregular one and instead of allowing it flow as now it will take a course underneath the tramway into the ordinary nullah. We need not disturb the tramway.

The vote was agreed to.

The last minute was one in which the Governor recommended the Council to vote a sum of \$200 in aid of the vote "Repairs to Epidemic Hulk Hygie."

The vote was agreed to.

This was all the business.

UNITED ASBESTOS ORIENTAL AGENCY, LD.

The following is the report for presentation to the shareholders at the 15th ordinary annual meeting to be held at the office of Messrs. Dowdell & Co., Ltd., Queen's Buildings, on Monday, 23rd July, at 3 p.m.—

ACCOUNTS.

The balance at the close of profit and loss account after setting off \$1,150 for depreciation and including \$384.34 brought forward from last year, is \$15,631.80, which it is proposed to appropriate as follows:—

To pay dividend of 15 per cent. on ordinary shares 5,940.00
To pay dividend of 5 per cent. on 100 ordinary shares 1,931.00
To pay \$10.80 per share on 100 ordinary shares 1,980.00
To carry forward to new account 731.80

AUDITOR.

The accounts now presented have been audited by Mr. W. H. Potts, who, being eligible, offers himself for re-election.

DODWELL & CO., LTD.
General Managers.
Hongkong, 9th July, 1901.

BALANCE SHEET.
31st May, 1901.

LIABILITIES.
To capital 100 ordinary shares of \$10 of which \$4 per share is paid 39,000.00
100 ordinary shares of \$10 fully paid 1,000.00
To balance brought forward 40,000.00
To sundry creditors 14,228.25
To sundry debtors 29,938.25
To undivided dividends 150.00
To reserve fund 2,900.00
To profit and loss account balance 15,631.80

ASSETS.
By value of branch Gladiators as per last account 5,000.00
Less written off 1,000.00
4,000.00
By value of furniture and fittings as per last account 800.00
Less written off 150.00
650.00
By value of material on hand 46,247.81
By unpaid portion of insurance policy 30,563.52
By sundry debtors 12,193.13
By cash in hand 241.43

PROFIT AND LOSS ACCOUNT.
31st May, 1901.

To trade commission, salaries, commission, per cent. on sales, advertising 40,319.88
To auditors' fee 50.00
To depreciation for year ending 31st May 1,150.00
To balance carried to new account 15,631.80

By balance from last account 5,000.00
By profit on sales 56,367.42
By interest 187.80

\$57,151.63

The philosophy of "skipping" is expounded with some humour by Mr. Anthony Deane in the *Pilot*. Its pith is this—When I meet a paragraph which begins—"It is now necessary to retrace our steps somewhat to explain"—Or, "The crimson sun by this time reared the horizon. Far over the hills stretched a vault of heavy cloud, its strange purple tints fading and dissolving into—" Or, "But the contents of this room—his sanctus sanctorum—deserve more detailed description—Or, O strange and fathomable mystery of existence, compelling our parked gaze—when, I say, I meet a passage in a novel which begins thus, I skip like anything.

SUPREME COURT.

Monday, 15th July.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (ACTING CHIEF JUSTICE).

COLLINS V. GIBSON.—ACTION FOR ALLEGED BREACH OF AGREEMENT.

The plaintiff was Robert Aloysius Collins, cycle-repairer, and manufacturer 11, D'Aguiar Street, and the defendant Emerson Fitzgerald Gibson, cycle-dealer, 18, D'Aguiar Street. The plaintiff's claim was \$2,000 damages for breach by the defendant of an agreement with the plaintiff, dated 2nd June, whereby the defendant agreed (inter alia) that he would not at any time thereafter, either by himself or in connection with any other person or persons, carry on the business of cycle-repairer or manufacturer in Hongkong, Macao and Canton, so long as the plaintiff or his partner or partners, or his or their executors, administrators or assigns should carry on such business in Hongkong. The plaintiff also claimed an injunction to restrain the defendant from further committing a breach of such agreement by continuing to carry on such business in the colony of Hongkong.

Mr. J. J. Francis, K.C. (instructed by Mr. C. D. Wilkinson), appeared for the plaintiff, and Mr. E. Robinson, barrister-at-law (instructed by Mr. H. Hurdhouse) for the defendant.

Mr. Francis read the petition in the suit, and then proceeded to open the case. He said the issue that would have to be decided by his Lordship was whether there had been any breach of covenant by the defendant—whether the defendant had or had not since June, 1898, been carrying on the business of cycle-dealer, repairer or manufacturer in Hongkong, Macao, or Canton, or his or their executors, administrators or assigns, continued to carry on business in Hongkong. Very shortly after the sale the defendant went to Shanghai, and was there for half a year, when he came back here. It was believed that the defendant was connected with a cycle business in Shanghai—in some partnership or association there—and indirectly that may have had some bearing on his subsequent conduct down here. On his return from Shanghai Gibson became manager of a shop or small store opened for the sale of acetylene gas-lamps. In regard to that concern little or nothing was known, but it was believed to be some Chinese organisation, mainly kept up by Gibson. The business soon afterwards became a failure, and had to be closed. In June, 1899, Mr. A. F. Ramsey, chief engineer on one of the Douglas steamers, nominally opened in Wanchai a business precisely similar to that carried on by Collins, and also had a stall or portion of the hall in the Hongkong Hotel at his disposal for the exhibition of bicycles and bicycle accessories. The business was opened in the first instance in the name of A. F. Ramsey, but as chief engineer of a steamer Mr. Ramsey was not infrequently in Hongkong, and then only for a day or two. It would be proved that Gibson himself made the necessary arrangements for the hire of a portion of the hall of the Hongkong Hotel, that it was either by himself or in his name that the rent for that stall was paid, and that the only business carried on was that of a bicycle-dealer, nominally in the name of A. F. Ramsey. In September of 1899 Gibson went to England for the purpose, and he would be proved of making arrangements on behalf of A. F. Ramsey for the supply of Ramsey & Company with bicycles and bicycle accessories. Bills of lading would be produced of goods shipped from England and America. The bill of lading for one set of goods coming from America was signed "Ramsey & Co." by the defendant who took delivery of the goods and paid for them. In April, 1900, the defendant returned to the colony, and very shortly afterwards the stall in the hall of the Hongkong Hotel was given up. In June of the same year the name of the firm was changed from A. F. Ramsey to Ramsey & Company, and the business was removed from Wanchai to No. 18, D'Aguiar Street, almost immediately opposite the premises occupied by the plaintiff. The defendant, it would be shown from a letter or letters written directly in connection with the business of Ramsey & Company, was signing for the firm without any qualification whatever, and from the evidence and the witnesses in the suit it would be proved that Gibson had a direct interest of two-thirds in the business.

Evidence was then led. Robert Aloysius Collins, the plaintiff, deposed as to his purchasing his present business from the defendant, and the agreement then entered into by the latter not to engage in the cycle trade whilst the plaintiff carried on such business in Hongkong. The breach of that agreement by the defendant had interfered with the plaintiff's business to the extent of at least two or three hundred dollars a month.

By Mr. Robinson—Plaintiff was not a West Indian by origin. He served his time as an apprentice in a mechanical works in India. When he first arrived in Hongkong he was a wanderer in Victoria Gaol at a salary of \$40 per month. When he left that occupation at the end of June, 1897, his salary was double that figure. Plaintiff then joined Kighorn and Macdonald, and received a monthly salary of eighty or ninety dollars. He took up the business of a cycle-dealer when he left Kighorn and Macdonald. The capital of that business amounted to about \$1,500, and this sum he had obtained in advances from various people.

Mr. Francis is contented the relevancy of a question by Mr. Robinson as to the names of these people, but his Lordship did not sustain the objection.

Plaintiff, continuing, said Mrs. Carroll advanced him about \$800, and he also borrowed money from Rutledge & Company. In addition to that, he did business on credit with American suppliers. No one else, however, had advanced him money. Plaintiff had repaid the loan from Mrs. Carroll with interest, but had since borrowed again from her, and from other people.

Mr. Robinson—How much do you owe other people?

Mr. Francis—I submit, my Lord, this is wholly irrelevant. It is going too far altogether. His Lordship sustained the objection.

Mr. Robinson then asked the plaintiff the value of the stock-in-trade, but Mr. Francis again objected, and the question was overruled by his Lordship, who remarked—"The only point for me to decide is whether there has or has not been a breach of covenant."

Replying to further questions by Mr. Robinson, plaintiff said he did not object to

the defendant engaging in the acetylene lamp business, and had himself purchased such lamps from the defendant. It was the case that when the defendant came back from Shanghai in 1899 the plaintiff offered to re-sell him the business for \$1,200, but the offer was made in a joke.

Inspector Collett deposed to a conversation he had had with Gibson in August or September of last year, when, in reply to a question by witness as to whether he was speculating, Gibson said the business was run by Ramsey, but that three parts of it was owned by him (Gibson).

Charles Mooney, secretary to the Hongkong Hotel Company, produced receipts to show that the stall in the Hongkong Hotel corridor was rented for the acetylene lamp syndicate by Gibson. The stall was hired for the exhibition of acetylene lamps, but during Gibson's absence in England some bicycles were also exhibited. The stall was rented from 1st May, 1899, till 30th June, 1899. Gibson paid the rent when he was in the colony, but during his absence in England Mr. Ramsey and sometimes Mrs. Ramsey paid it.

Emerson Fitzgerald Gibson, defendant, was called. He said the Acetylene Lamp Company was wound up principally because of the heavy cost of the freightage of carbide, one of the compounds used in the manufacture of acetylene gas, and one which, from its highly explosive nature, could only be handled with safety by a person understanding its properties. He was examined at length, and the further hearing was then adjourned until 10.30 a.m. to-day.

NORTHERN NOTES.

The following items are from the P. & T. Times of the 6th inst.:

The Belgians are reported to be negotiating for a settlement below the German Concession. Several native banks in Peking have reopened in anticipation of the Court's return.

Cholera has broken out in Shensi, and all the officials are very anxious to get away. The Empress Dowager is reported to be sick.

One of the high officials, i.e., presumably of the triumvirate, has again censured Li Hung-chang for delaying the conclusion of the negotiations.

The Germans are reported to be offering their telephone (2) lines to the Chinese for Tls. 40,000. These lines presumably connect Peking and Feking.

All the troops arriving from Japan to relieve the forces that have been here, are nearly dressed in khaki, and look much better than in their conspicuous white.

Capt. Bancroft, R.W.F., left for England to recruit his health on Sunday last, accompanied by his wife, and we hope the voyage will do him much good he needs.

The Tongshan mines are reported to be working well, the output being more than four times what it formerly was, and yet hardly suffering to meet the demand.

All British troops in Peking, including the Summer Palace, are under the command of Col. V. Alexander. 16th Bengal Lancers. Since the departure of Major-General Sir N. Stewart.

A report is current to the effect that Yuan Shih-kai has begged the Court to withdraw the Edict allowing him only 100 days morning and asked for the full term of retirement in his native place.

The Allied Villagers in southern Chihli, owing to the Imperial troops being sent to disperse them, have withdrawn to the northern bank of the Yellow River, where they are now in great force.

According to the *Universal Gazette*, secret negotiations are going on between Li Hung-chang and the Russian Government for the transfer of Newchwang to that Power as a recognition for withdrawing her troops.

The President of the Hainan College has memorialised the Throne correcting the report which was formerly current that the building had been destroyed by the foreign troops. He has declared the work done by the Chinese themselves and that the foreigners on the contrary tried to save it. We wonder what he will get for his pains.

The "cheerful idiot" as represented by the Court conservatives, accepted the news of the burning of the Wu Yin Hall and documents philosophically, remarking that it was the work of the gods, the Hall having been profaned by foreigners and being no longer fit for the Son of Heaven. Thus, then, must they speak of all the Imperial buildings in the Capital!

The poll tax is fixed by the Chinese Government at Tls. 1 per male head between the ages of 15 and 50. Arrangements are now being made for the institution of a house tax. In Manchuria, where the people have been strongly resisting the imposition of taxes to meet the Government's demands, and threatened to kill the Magistrate and his whole family on a certain date, and he has closed the city gates in great trepidation.

About 11 o'clock on Thursday night, a Fusilier policeman under the influence of drink, ran amuck in Victoria Road, near the Astor House, and narrowly escaped being seriously damaged by a fire of some Russian soldiers, and was with the greatest difficulty arrested and damaged by four or five Fusiliers, with whom he fought desperately. Capt. Cleveland, who was passing, rendered assistance, and the Protest Marshal was promptly on the scene. The man will probably be pretty severely dealt with.

EXPORT CARGO.

Per P. & O. steamer *Jana*, sailed on the 12th July. For London opt. Manchester—75 bales waste silk. For London opt. Goolie—181 bales waste silk. For Manchester—75 bales waste silk. For Glasgow—17 cases blackwoodware. For Marseilles—6 cases specimens of natural history. For London—11,877 boxes tea, 705 pkgs tea from Amoy, 707 boxes tea from Macao, 1,389 pkgs tea from Amoy, 115 cases Chinese ware, 74 pkgs tinware, 65 bales canvas, 80 cases brushes, 26 cases woodware, 5 cases feathers, 2 cases China ink.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Coromandel* left Singapore for this port on the 13th inst., at noon, with the outward English mail, and is due here on the 18th inst., at about 10 a.m.

The C. P. R. steamer *Athenian* arrived at Vancouver at 6.30 p.m. on the 12th inst.

The steamer *Chong Chong* (Chinese) arrived in New York on the 12th inst.

The N. Y. K. steamer *Kasuga Maru* (Australian Line) left Manila for this port on the 14th inst., a.m., and is expected to arrive here on the 16th inst., a.m.

SIR CLAUDE MACDONALD INTERVIEWED.

The San Francisco Call of the 14th ult. reports an interview with Sir Claude Macdonald, who arrived on the previous day with Lady Macdonald by the *Hongkong Maru* from Japan.

"We are glad to get to America," Sir Claude is stated to have said, "for we have never been in this country before. I went to China for the first time in January, 1896, and stayed there for four years. The work was very arduous and the climate in Peking very trying, but in May, 1899, I took my wife home to England for a visit. I asked the Government to allow me to go to Japan, and that Sir Ernest Satow, the Minister to Japan, might be sent to Peking. Sir Ernest was willing to make the change, but I did not get to Japan as soon as I had anticipated. When I returned to Peking in the autumn of 1899, we first heard of the Boxer riots in Northern China, and events followed so rapidly that we were besieged in the legations almost before we knew of the trouble being so close at hand."

Sir Claude had but little that was new to tell of the horrors of the famous siege, but he talked at length of the present situation in the Flowery Kingdom, continuing the *Call*. When asked as to the possibility of China paying a large indemnity to the foreign powers the diplomat answered:—

"I have been away from China since last October and do not know just what amount has been decided upon, but whatever the sum may be it is quite impossible to say if China can meet the demand. Whether she be called upon to pay one hundred and fifty million dollars or twice that amount, it is equally problematical if she can pay. China possesses no financial budget, and one figures in the dark when it comes to computing what the Government raises by taxation and import duties."

Sir Claude Macdonald is of the opinion that there were many causes for the Boxer uprising. "It was not due alone to the anti-missionary feeling," he said, "and the causes were far-reaching. The acquisition of territory by the Powers was one of the chief causes. It inflamed the minds of the officials of China, and as they do not feel the masses of the people follow, an official is friendly to foreigners the people will be the same, if he is opposed to them, so will the people be. The people of China are so peaceful and industrious race and do not look for trouble, but they are dominated by the mandarins in every thought."

"In Northern China a drought had existed for two years before the Boxer uprising, and many people were starving and desperate. It had needed a spark to inflame their minds against the foreign missions. The missionaries have done many things to earn the ill-will of the people. They are earnest in the cause of civilization and religion, but many of them have interfered in legal and domestic affairs of the Chinese people in their districts."

"The Boxer uprising was mainly due to the absence of good officials in the province of Shansi. The notorious Yu Hsien was Governor of that province, and was appointed despite the foreign Ministers. Yu Hsien was formerly Governor of Shantung province, and his hostile attitude to foreigners was so pronounced that the entire diplomatic corps asked for his removal. The Empress and her advisers placed him in charge of Shansi province, where the majority of the missionaries were located. No foreigner is allowed in the interior of China outside of the missionaries. They alone are allowed to go there, treaties providing for their presence. I could not go to the interior of China. A good official in Shansi could have stopped the Boxer uprising at the start."

When we first heard of trouble in the province, the diplomatic corps insisted that the Chinese Government take steps to quell the movement. Nothing, however, was done by the Government and the uprising grew on all sides. The missionaries were killed and the Boxers swarmed down on Peking. Even then we did not realise that the Boxers were receiving the support of the Imperial troops. The Boxers were armed with spears and swords, but when volleys of Mauser bullets were poured into the Legations we knew that the Government was aiding the mob."

"The province of Shansi was always looked upon as a peaceful one, and the massacre of the missionaries was primarily due to the presence of Yu Hsien as Governor. He is one of the men whose head has been demanded by the Powers. He is supposed to be with the Empress and her court."

In speaking of the Emperor, Kwang Hsu, the British diplomat said:—"I think that the young Emperor means well, but he is physically unable to hold the reins of government. He is supposed to be suffering from Bright's Disease, and the Dowager Empress keeps a tight hold on the affairs of the country."

"My wife, Lady Macdonald, was one of the first white women to meet the Dowager Empress. Two years ago my wife and the wife of the other foreign Ministers spent a whole day with the Empress at the palace. Each lady was accompanied by the interpreter of the Legation. I sent my best interpreter along with my wife. He had lived in China for twenty years and had a thorough knowledge of the language. I told him to keep his ears open and to listen to all the conversation of the Empress and the ladies of the Imperial court. I wanted to know just how the Empress acted in her palace and what her attitude was to the visitors and to those around her. That evening when my wife returned, my interpreter came to me and said: 'I have reasons to change all my former opinions as to the Dowager Empress. She is amiable unto weakness. That conveyed a great deal to my mind, especially as my interpreter, an Australian by birth, was a cool and very level-headed fellow. Four weeks before the siege began my wife and the other ladies of the legations again spent a day with the Empress.'

Sir Claude was asked if he thought the withdrawal of the foreign troops was a good move, and answered:—"Yes, it is a good thing that the foreign troops are being withdrawn. There has been too much friction among them, and the example was bad for the Chinese. There is no danger of another uprising when the troops are withdrawn. There may possibly be instances of trouble, but they will not be a large or alarming scale. China has learned a terrible lesson and she will never again be guilty of such another grave mistake as that of last year."

On one point Sir Claude was unwilling to talk, and that was as to the future of China. "I do not know what the future of China will be," he said, "I am unable to say."

Sir Claude and Lady Macdonald were to leave for the East next day and to visit the Buffalo Exposition. They were then to proceed to New York and sail for England, where the Minister will spend his vacation and also attend to important affairs of state.

Better late than never: "You may recall me, sir, as the man who eloped with your daughter about a year ago." "Well, sir, what can I do for you?" "I may be a little bit tardy, but I have come to offer you my congratulations."

THE SUEZ CANAL COMPANY.

The report of the Suez Canal Company, which was presented at the annual meeting on June 4, states that the traffic of 1900 very nearly reaches that of 1899, which was the culminating point of the prosperity of the enterprise. The character of the traffic, however, shows considerable modifications. In the first half-year there was a falling-off of 4,000,000fr., but the hope expressed at the last annual meeting that this would be at least partly covered by the second half has been realised even beyond expectation. This is not, however, due to any improvement in economic conditions, but to the events in China, which obliged all the Great Powers to send battleships and numerous transports. This has produced receipts of about 4,500,000fr., thus showing an increase of 3,900,000fr. in military traffic compared with that of 1899. The diversity of the traffic, coupled with the constant increase of regions opened to trade, makes the company less and less apprehensive of the effect of a crisis affecting a particular region. The total receipts of the year amount to 93,000,000fr., or 650,000fr. less than last year, giving a net profit of 25,000,000fr. After deducting the statutory reserve there remains a sum of 51,318,000fr., which allows of a not dividend of 10fr., being the same as in 1899. The total number of vessels passing through the Canal was 1,441, of which 1,935 were British, 402 German, 285 French, 232 Dutch, 120 Austrian, 100 Russian, 82 Italian, 63 Japanese, 34 Spanish, 28 Turkish, 30 Norwegian, 27 Danish, 22 American, seven Belgian, three Portuguese, two Swedish, two Greek, and one Argentine. The passengers numbered 202,900, this being the highest number on record, except that of 1896. The civilian passengers numbered 162,600, the pilgrims and emigrants 25,000, and the military passengers 15,300.

The report expresses a hope that, if circumstances continue to be as favourable, a still higher dividend will soon be reached without any fear of a sudden fall; for the prudent measures taken by the directors furnish the means of meeting a temporary depression. As to improvements in the Canal, the residue of the loan of 100,000,000fr. would meet the work to be executed at the end of the year. When that loan was sanctioned in 1885, the Consultative Commission counted on a total outlay of 200,000,000fr. as sufficient to meet all future requirements; and that loan was to be expended as the first of three stages, in seven years. The increasing traffic, however, and the adoption of the electric light for night traffic materially altered the original programme, so that the realisation of the loan has been spread over 16 years. While, however, the progress already accomplished makes unnecessary an outlay as high as that which was to follow the employment of the first 100,000,000fr., the improvement cannot be completed yet, but closed. Considering the constant transformation of maritime industry, stagnation would be equal to a recoil, and the very prosperity of the company bound it to offer its customers all the improvements which they could legitimately expect. A new series of stations would be created for large vessels, and the depth of the Canal would be increased to 9½ metres. Other works, though less urgent, would soon become necessary.

The continuance of improvements being thus essential, the question arose whether they should be met out of the yearly income, or by a new loan. The directors prefer the second method on account of the brief duration of the present loans and the unfairness of throwing on the present receipts an outlay more profitable to the future. The directors therefore ask for authority to issue a loan of 25,000,000fr., which represents the total outlay now foreseen and also the interest and redemption which can be met by the 1,000,000fr. annually disposable from 1902 through the expiration of the 30 year bonds. The loan will thus involve no increase in the present burdens. Indeed, the shareholders will for several years profit by a large portion of the saving entailed by the disappearance of those bonds, for the new loan will be issued only by instalments, and as in the case of the previous loan, will be expended with the strictest economy. The report concludes by expressing regret at the loss of Mr. Monk, who had been a director since 1885, and, in addition to his thorough knowledge of the company's affairs, had always evinced the loyalty and cordiality of which the English directors have furnished so many proofs. He has been provisionally replaced by Mr. J. B. Westaway, chairman of the General Steam Navigation Company. The report also proposes the re-election of the four outgoing members, Mr. Darior, Sir Charles Fremantle, Sir James Laing, and Viscount Melchior de Voghe.

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H. PRICE & CO.
Hongkong, 1st July, 1901. [616]

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15 to 25 per cent. Discount Allowed. [1396]

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ROBINSON PIANO CO., LD.

Hongkong, 16th July, 1901. [1232]

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Care of Daily Press Office.
Hongkong, 12th July, 1901. [1760]

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8, Beaconsfield Arcade.
Hongkong, 22nd May, 1901. [1309]

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A VERY Strongly Built and Well Finished LAUNCH. All tank 58 ft. long, 11 ft. beam, 6 ft. deep. Surface Condensing Engines. Cylinders, 7½ and 15 in. Stroke, 10 inches. Boiler, 5 ft. by 6 ft. Steam Pressure, 125 lbs. Speed 10½ miles per hour.
Vessel will be completed and ready for use in Fourteen Days. Very suitable as an Office Launch.
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H. F. CARMICHAEL,
Queen's Buildings.
Hongkong, 22nd June, 1901. [1564]

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Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.
Sole Agents for China.
LUTGENS, EINTSMANN & CO.
Hongkong, 31st August, 1897. [372]

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"FAIRVIEW" Kowloon
"THE RETREAT" Mount Kellett.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 13th July, 1901. [108]

TO LET.

ROOMS or OFFICES, with SERVANTS' QUARTERS, in FIRST FLOOR, No. 6, ICE HOUSE LANE.
A. RUMJAHN [1685]
Hongkong, 4th July, 1901.

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THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co. Ltd.
For particulars, apply to—
LAUREN, WEGENER & CO. [1730]
Hongkong, 9th July, 1901.

TO LET.

GODOWN, No. 5A, DUDDELL STREET
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 5th July, 1901. [1692]

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SHOPS, OFFICES and FLATS, DES VOUX ROAD CENTRAL (Opposite Lane, Crawford & Co.).
Apply to—
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FAMOUS PRESENT-DAY CRICKETERS.

BY W. J. FORD.

LORD HAWKE.

Martin Bladen Hawke, the popular captain of the Yorkshire County Eleven, is easily the dozen among captains, having been born in 1860. He got his colours for Eton as a batsman in 1878, and made a few runs both against Winchester and Harrow, going in second wicket down, which place proves that the Eton authorities had a high opinion of his powers. Next year he had but little success in either school match, but in 1882, his freshman's year, we find him in the Cambridge XI., and scoring 15 and 30 against Oxford, his second innings being very smart. In 1883 he made a fine score of 141 for the Light Blues against an England Eleven, but failed against Oxford. Illness stopped his play in 1884, but in 1885 he captained the University and saw his side victorious by seven wickets, the grand batting of C. W. Wright (78), and H. W. Bainbridge (101) largely helping to this result. The captain had no great luck, but was in at the death; his averages for his three years were 24.43, 25.36, and 15.5. Next year found him fairly settled in that Yorkshire eleven, which he has so long captained, and scoring freely; for he made 144 against Lancashire, but perhaps his 76 and 38 not out against Kent was an even better performance, to say nothing of a 56 for the Gentlemen v. the Australians. In 1887 he made a century against Lancashire, but 1891 was a singularly unlucky year for him. Nothing would go right with him, and when at last he found his form, he broke his finger. This was all especially unfortunate for the county, as in the previous year he had headed the averages. However, he had his consolation in the Ayrshire match with Somersetshire, two very brilliant efforts of 126 and 42 rewarding his determination. It was a remarkable proof of his popularity among English cricketers that on the day after he had made his big score he was overwhelmed with telegrams of congratulation. In 1894 he made 157 against his old University, scoring at a tremendous pace, and hitting four balls out of the ground; but his absolutely biggest total is 108, made in 1896 off the Warwickshire bowling, the match being memorable for the fact that Yorkshire put up the vast total of 887, three men making centuries beside their captain, viz., Peel, 210 not out, Winwright 126 and F. S. Jackson 117, to say nothing of 72 from Moorhouse, and 85 from Hirst. This score is a record for England, but has been passed in Australia. In this same year Lord Hawke made 110 not out against Kent, Yorkshire being champion county, and his own average 27. In all, ten centuries have come from his bat in first-class cricket, but this number would probably have been considerably larger had he chosen to go in sooner. At present Lord Hawke seldom goes in earlier than seventh or eighth, or even later, when it is more important to score fast than to play book-cricket. This probably suits his temperament well, for he is by nature a dashing hitter, rejoicing in the opportunity for a big drive, especially on the on-side, which is perhaps his best stroke. All his driving, however, is very fine, and he can cut as well as most men; indeed were it necessary for him to play the slower game which the professional has to adopt he would probably be one of the best in England, as he has abundant patience and self-control. If he never got a run, however, he would be a valuable man to his county as captain alone, for his men will do anything for him and thoroughly believe in him as a capital judge of the game in its broadest aspects, and a lender as full of tact as strict in discipline. Thanks to him, no side is consolidated on a more friendly footing, and it was, as he himself has said, this cordial brotherly love which helped Yorkshire to merely to the Championship of 1900, but to a series of remarkable victories unchallenged by defeat. Lord Hawke, it should be added, is as wise in the council-chamber as in the field; and has been President of the County Club for the last two years. To him too we believe is due the credit of inaugurating winter pay for the professionals, and of meeting, at least, various schemes for their pecuniary welfare.

T. RICHARDSON.
Most of the Surrey fast bowlers of recent years have not been natives of the Surrey soil; one need only mention the names of Lockwood, Beaumont, Sharpe, and Bowley in support of the assertion, but in Tom Richardson the executive discovered a Surreyer indeed, who was born in Byfleet, and lived at first in Mitcham and latter on in Thames Ditton. Tom was 22 years old when, in 1892, he bowled his first ball for his native county, but though he played in some ten good matches and had 24 wickets for rather more than 18 runs apiece, and in all 101 for over 13, the bulk of his success had been against the minor counties of the day, and what was more, many voices had been uplifted, complaining that his action was more than suspicious; others went further, and said that he threw a great deal. In 1893, however, it was seen that he had got rid of his faults, and was not only a fair bowler, but a very fine bowler to boot, for he had 174 victims at a cost of 15 runs each. Next year numbers went up, and the average, in a sense, went down, for his 156 wickets only cost 2,020 runs, while 1895 found him with a record of 290 victims: cost about 144 runs. As in the next two years he again beat the 300 easily, though the price paid was rather higher, these three years fairly saw him at his zenith, for his figures now dropped so that in 1898 he took but 161 wickets, in 1899 only 98, and at considerable expense. He improved on this in 1900 with 122 for 24 apiece, figures that are respectable, but nothing more. The cause of this abrupt decadence is an unfortunate physical tendency to put on flesh: I have every reason to believe that

no man more moderate in his habits, or more careful and regular in matters of exercise than is Tom Richardson, but that he suffers, as a certain number of men do suffer, from a constitutional tendency to grow stout, which no care or exercise, unless it be some abnormally strict system of training, can moderate. This, however, has certainly been the reason why Richardson has retrograded from the position of the finest fast bowler in the world (second perhaps to none except Freeman) to that of being quite a useful change bowler in a county team. In his prime nothing was more remarkable about the man than his powers of endurance. It was no great feat for him to bowl for three hours at a stretch, maintaining not only his length and break, but also his great pace. It was this wonderful physical strength that helped to win the rubber Test Match in Melbourne in 1895, and in almost averting defeat in the similar match at Manchester in 1896. On that occasion he bowled for three hours on end, and hardly sent down a really bad ball; in fact it took the Australians that time to score 125 runs, six of them falling to his prowess. It is true that 76 runs were hit off him, but all fast bowlers with a strong break-back are expensive in wickets when the wicket is fast. Apart from his pace his accuracy was remarkable, and he was one of the few really fast bowlers who could put an appreciable break-back on the ball on the best of wickets. True, he found a difficulty in Australia, due to the character of the pitches on which a good length ball kept so low that it presented no difficulties to the batsmen; indeed it took Tom so long to alter his length by dropping the ball shorter that his first three wickets are said to have cost 100 runs apiece! The only time when he has taken all ten wickets was in the Surrey-Essex match of 1894. Personally, if he finds it impossible to keep his weight down, I expect to find him develop, after the manner of David Buchanan, Southerton and others, into a dangerous slow or medium bowler. He is a fairly safe catch and field, and can hit exceedingly hard and high, but I believe he has only twice exceeded fifty in a big match.

J. BRIGGS.
A year or two ago an important county match, Lancashire v. Yorkshire, was drawing to a close; in fact Yorkshire's last two men were in, and only 2 runs were required; the Lancashire bowler, however, tossed up a half-volley which the Yorkshireman hit into long field's hands; the ball was held, the striker was out, and Lancashire won the match. Briggs was the bowler, and to Ulyett, of all people in the world, he threw up the half-volley! Ulyett was about the most likely man in England to hit a half-volley to the boundary, or over it, but fate smiled on Briggs's audacity, and the ball fell not to earth, but into some safe man's hands. This action of Briggs is absolutely characteristic of him: though cricket was his livelihood, it was to him a game and a piece of fun as well; no man ever worked more desperately for his side's success, yet no man got more fun out of the game, and it is quite melancholy to think that perhaps poor Johnny has played his last game. It may not be so; his pluck and constitution have pulled him through on attack, and may do so again. If it is so, all the cricketers will rejoice. Johnny Briggs was born in 1862, and first appeared for his county in 1881. He made his first century three years later, and his biggest score, 186, against Surrey in 1895. Johnny Briggs, however, was not a great maker of centuries, of which only ten have fallen to his lot, but his utility as a batsman consisted mainly in either helping his side out of a difficulty, or in adding a useful 50 or 60 runs, which set the coping stone on an already good score, thereby making it overwhelming. Johnny indeed was at his best when his back was against the wall, whether it was runs or wickets that were wanted. Absolutely fearless and desperately free as a batsman, he would take a risk for the mere fun of the thing, and had he been in Ulyett's place in the match just quoted he would have gone for that half volley as if it were the only stroke possible under the circumstances; possibly it was the knowledge of his own sensations that induced him in a mad moment to experiment (deliberately, as he himself admits) with so fine a smiter as George Ulyett was. As a bowler he was distinctly experimental, and was at times absolutely bad; but in a crisis there was no finer or more resourceful cricketer when the pinch really came; he could then bowl like a veritable demon, and if the ground allowed the ball to take the spin, the batsman's cup of sorrow was full. He and his fellow left-hander, Peel, will never forget the match of their lives—Stoddart's 1894-5 XI. v. Australia at Sydney, when after the Englishmen had been playing a losing game for five days, two or three hours of heavy rain during the night gave the bowlers their chance. Peel and Briggs fastened on their prey and won the match for England by 10 runs, Johnny's share being three wickets for 23; but he had previously helped his side with two innings of 57 and 42. Johnny has never made 1,000 runs in a season, or had a huge average, 28 in 1897 being his best, but he has always been too valuable to discard, while his bowling and fielding made his place secure. As to his bowling, from 1887 to 1897 he had over 100 wickets—165 the most—annually, and not once during that time did they cost 20 runs apiece; indeed the aggregate average works out at about 16 runs, a really remarkable record. He collapsed, it will be remembered, from sheer excitement during the first Test Match of 1899, and everyone regarded his cricket as over; to the universal surprise and delight he played throughout the whole of 1900 with all his old success—an average of 20 with the bat, and 120 wickets for about 174 runs apiece. Everyone will wish him a second and equally speedy recovery. Apart from his batting and bowling, his fielding at cover point used to be truly remarkable, his accuracy and activity being extraordinary, till a little "tubiness" appeared in the process of time. Possibly his batting was not relatively so good as his bowling and fielding, but in the three departments of the game combined he has had few equals.

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| LONDON | ALCINOUS | Brit. str. | — | E. Spicer | BUTTERFIELD & SWIRE | On 23rd inst. |
| LONDON | SHANGHAI | Brit. str. | — | — | P. & O. S. N. Co. | On or about 27th inst. |
| LONDON | DEUCALION | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 6th August. |
| LONDON | STENTON | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 20th August. |
| LONDON | CLAUDUS | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 3rd September. |
| LIVERPOOL DIRECT | PATROCLOS | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 15th August. |
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| TRIESTE, &c., via PORTS OF CALL | MARIA VALERIE | Aus. str. | 2 m. | Berberovich | SANDER, WIELER & CO. | To-morrow, P.M. |
| VANCOUVER, via MOI, &c. | TARTAR | Brit. str. | — | G. D. Bowles, R.N.R. | CANADIAN PACIFIC R. CO. | On 14th August, at Noon. |
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| SAN FRANCISCO via AMOY, SHANGHAI, &c. | GALIC | Amer. str. | 2 m. | — | O. & C. S. B. Co. | On 23rd inst., at Noon. |
| SAN FRANCISCO via AMOY, SHANGHAI, &c. | HONGKONG MARU | Jap. str. | — | — | TOYO KISEN KAISHA | On 30th inst., at Noon. |
| SAN DIEGO, &c., via MOI, &c. | STRATHGYLE | Brit. str. | — | — | BUTTERFIELD & SWIRE | On or about 15th Sept. |
| AUSTRALIAN PORTS | AUSTRALIAN | Brit. str. | — | Holmes | Q.M. LIVERPOOL & CO. | On 23rd inst., at 4 P.M. |
| AUSTRALIAN PORTS | KANAWA MARU | Brit. str. | — | A. E. Moss | NIPPON YUSEN KAISHA | On 23rd inst., at 4 P.M. |
| Kobe & YOKOHAMA | TENARA | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 24th inst. |
| Kobe & YOKOHAMA | BINGO MARU | Jap. str. | — | F. Davies | NIPPON YUSEN KAISHA | On 19th inst., at Daylight. |
| Kobe & YOKOHAMA | TAKABA MARU | Jap. str. | — | J. W. Wale | NIPPON YUSEN KAISHA | On 2nd August, at Daylight. |
| NAGASAKI, Kobe & YOKOHAMA | EMIDAN | Fre. str. | — | — | MESSEGERIES MARITIMES | On or about 18th inst. |
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| MANILA | YUENSANG | Brit. str. | 2 m. | P. H. Rolfe | JARDINE, MATHESON & CO. | On 19th inst., at 4 P.M. |
| MANILA | PERLA | Brit. str. | 1 m. | Geo. T. Blackland | SEWAN, TOMES & CO. | On 24th inst. |
| MANILA | THANAN | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 19th inst., at Noon. |
| BOMBAY via SINGAPORE & COLOMBO | KAGOSHIMA MARU | Jap. str. | — | K. Kori | NIPPON YUSEN KAISHA | On 19th inst., at Noon. |
| CALCUTTA DIRECT via SINGAPORE | C. FERD. LAEISZ | Ger. str. | — | Fuchs | HAMBURG-AMERIKA LINIE | On 19th inst., at Noon. |
| SINGAPORE, PENANG & CALCUTTA | SUISANG | Brit. str. | 2 m. | E. J. Tadd | JARDINE, MATHESON & CO. | To-day, at 3 P.M. |

SHIPPING.

ARRIVALS.

July 15, MARIA VALERIE, Austr. str., 2,648, P. B. Berovich, Japan 16th July, General.
—AUSTRIAN LLOYD S. S. Co.
July 15, RAJAH, British transport, 3,634, J. L. Leftwich, from Taku.
July 15, ELBA, German steamer, 1,702, Schenker, Hongkong 12th July, Coal—JENSEN & CO.
July 15, HONGKONG, French str., 862, Pannier, Haiphong 12th July and Hoihow 14th, General—A. R. MARTY.
July 15, TOONAN, American str., 956, Blethen, Haiphong 12th July and Hoihow 14th, General—DOUGLAS LAFRAIK & CO.
July 15, WHAMPOA, British str., 1,109, Laver, Canton 15th July, General—BUTTERFIELD & SWIRE.
July 15, BINGO MARU, Japanese str., 1,780, F. Davies, Singapore 16th July, Mails and General—NIPPON YUSEN KAISHA.
July 15, ABRAHAM AYCAR, British str., 2,870, E. Day, Calcutta and Singapore 10th July, General—DAVID BASSON, SONS & CO.
July 15, YUENSANG, British str., 1,128, P. H. Rolfe, R.N.R., Manila 12th July, General—JARDINE, MATHESON & CO.
July 15, LOONMOON, German str., 1,245, R. Schult, Shanghai 12th July, General—SIEMSEN & CO.
July 15, MACDUFF, British str., 1,882, Robt. Glegg, Moji 9th July, Coal—DOWELL & CO., LTD.

CLEARANCES.

At the Harbour Master's Office.
15th July.
Rajaburi, German str., for Hoihow.
Michael Jensen, German str., for Haiphong.
Trym, Norwegian str., for Haiphong.
Amara, British str., for Nanchang.
Ohi, British str., for Kutchinotzu.
Elo, German str., for Canton.
Nanchang, British str., for Canton.
Tachian, American str., for Canton.
Flundria, German str., for Yokohama.
Kwangkee, British str., for Shanghai.

DEPARTURES.

14th July.
JACOB DIERBERGEN, Ger. str., for Hoihow.
MARIE JENSEN, German str., for Seaton.
FROBENIUS, British str., for London.
Dr. H. J. KRAER, Dutch str., for Chioce.
15th July.
SAFAZIE, French str., for Europe.
MUTTRA, British transport, for Calcutta.
HAILOONG, British str., for Swatow.
INDRANI, British str., for New York.
KWANGLEE, British str., for Shanghai.
NANCHANG, British str., for Canton.
TAISHUN, American str., for Canton.
DAIGI MARU, Japanese str., for Swatow.
FLANDRIA, German str., for Yokohama.

VESSELS IN DOCK.

15th July.
ABERDEEN DOCKS.—Union, Nanshan, Sung-kiang, Hoihow, Y. Soutan, Sishan, Pigny, COSMOPOLITAN Dock—Colonies.

SHIPPING REPORTS.

The British steamer Yuenyang, from Manila 12th July, experienced fresh S.W. monsoons throughout the entire passage, with rough sea.
The British steamer Arratoon Apar, from Calcutta and Singapore 10th July, had monsoons weather with southerly winds prevailing, accompanied by much rain.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW via SWATOW AND AMOY.

THE Company's Steamship
"ANPING MARU"
Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 17th July, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 3rd July, 1901.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship
"HAITAN"
Captain J. S. Roach, will be despatched for the above ports TO-DAY, the 16th inst., at 2 P.M.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO., General Managers.
Hongkong, 15th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
"SUISANG"
Captain E. J. Tadd, will be despatched for the above ports TO-DAY, the 16th July, at 2 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.
Hongkong, 9th July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, FIORE AND TRIESTE.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, ADRIATIC PORTS)
THE Company's Steamship
"MARIA VALERIE"
Captain Berberovich, will be despatched for the above ports TO-MORROW, the 17th inst., P.M.
Silk and Valuable cargo, transhipped on arrival at Bombay into an accelerated liner.
For information as to Freight, apply to
SANDER, WIELER & CO., Agents.
Hongkong, 1st July, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship
"ERIDAN"
will be despatched for the above ports on or about THURSDAY, the 18th inst.
For Freight or Passage, apply to
P. DE CHAMPFOMORIN, Acting Agent.
Hongkong, 15th July, 1901.

FOR CALCUTTA DIRECT via SINGAPORE.

THE H. A. L. Steamship
"C. FERD. LAEISZ"
Captain Fuchs, will be despatched for the above ports on FRIDAY, the 19th inst., at Noon.
For Freight and further Particulars apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.
Queen's Buildings, No. 1.
Hongkong, 8th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"YUENSANG"
Captain P. H. Rolfe, will be despatched for the above ports on FRIDAY, the 19th inst., at 4 P.M.
This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.
Hongkong, 15th July, 1901.

THE H. A. L. Steamship
"C. FERD. LAEISZ"
Captain Fuchs, will be despatched for the above ports on FRIDAY, the 19th inst., at Noon.
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HAMBURG-AMERIKA LINIE, Hongkong Office.
Queen's Buildings, No. 1.
Hongkong, 8th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

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Hongkong, 15th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

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This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.
Hongkong, 15th July, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|------------|--|------------------------|
| SAMBIA | HAYRE, BREMEN & HAMBURG (Calling at Singapore and Colombo) | On 18th July. Fr. ght. |
| WUERZBURG | HAYRE & HAMBURG (Calling at Singapore and Penang) | On 23rd July. Fr. ght. |
| ACILIA | HAYRE & HAMBURG (Calling at Singapore and Colombo) | On 9th Aug. Fr. ght. |
| ALEXANDRIA | HAYRE & HAMBURG (Calling at Singapore and Penang) | On 2nd Sept. Fr. ght. |
| SIBIRIA | HAYRE & HAMBURG (Calling at Singapore and Colombo) | On 10th Sept. Fr. ght. |
| ANDALUSIA | HAYRE & HAMBURG (Calling at Singapore and Penang) | On 21st Sept. Fr. ght. |

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 6th July, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPERESS OF JAPAN". Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July, 1901.
"EMPERESS OF INDIA". Comdr. B. Archibald, R.N.R. WEDNESDAY, 7th Aug., 1901.
"EMPERESS OF CHINA". Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIA, IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 2, 6, 12, and 24 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIA STEAMSHIP, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER as additional sailings. "TARTAR" 4,425 Tons. Comdr. G. D. Bowles, R.N.R. WEDNES. 14th Aug., at Noon. "ATHENIAN" 3,982 Tons. Comdr. H. Mowatt.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Salon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 9th July, 1901.

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

| Steamer. | Tons. | Captain. | Proposed Sailing |
|----------|-------|---------------|------------------|
| OLYMPIA | 2,877 | J. Truebridge | July 16th |
| GLENOCLE | 3,750 | W. Frakes | July 26th |
| TACOMA | 2,811 | J. Alwen | August 6th |

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £32.

Excellent accommodation. First-class Table, DUCKER and STEWARDESSEES carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. Tacoma to New York in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA AND TACOMA, £35.

The best route to the KODIACK GOLD FIELDS. Frequent sailings from VICTORIA and Tacoma to Delta and St. Michael.

Rates of Passage to other Ports on application. A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DOWELL & CO. LIMITED, General Agents.

Hongkong, 5th July, 1901.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI { COLOMANDEL } About 18th July { Freight or Passage.

SHANGHAI AND JAPAN { BANCA } About 10th July { Freight.

LONDON, &c. { SUNDA } Noon, 20th July { See Special Advertisement.

SHANGHAI { TIEN-TSIN } About 24th July { Freight only.

LONDON { SHANGHAI } About

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

| FROM | OUTWARDS. | TO |
|------------------------|-------------|-------------------|
| GLASGOW and LIVERPOOL. | "STENTOR" | On 23rd July. |
| GLASGOW and LIVERPOOL. | "IDOMENEUS" | On 7th August. |
| GLASGOW and LIVERPOOL. | "ORESTES" | On 13th August. |
| GLASGOW and LIVERPOOL. | "AJAX" | On 20th August. |
| GLASGOW and LIVERPOOL. | "TYDEUS" | On 26th August. |
| GLASGOW and LIVERPOOL. | "PYRRHUS" | On 4th August. |
| FOR | HOMWARDS. | TO |
| LONDON | "ALCINOUS" | On 23rd July. |
| LONDON | "DEUCALION" | On 6th Aug. |
| LONDON | "PELEUS" | On 20th August. |
| LONDON | "STENTOR" | On 3rd September. |
| LIVERPOOL DIRECT | "GLAUCUS" | On 18th July. |
| LIVERPOOL DIRECT | "PATROCLUS" | On 15th August. |

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 11th July, 1901.

CHINA NAVIGATION CO.,
LIMITED.

| FOR | STEAMERS | TO |
|--------------------------|------------|---------------|
| NINGPO and SHANGHAI. | "WHAMPOA" | On 17th July. |
| LOILO and CEBU. | "CHINKANG" | On 21st July. |
| TIEN-TSIN | "NANCHANG" | On 22nd July. |
| MANILA | "TSINAN" | On 24th July. |
| PORT DARWIN, THURSDAY | | |
| ISLAND COOKTOWN, CAIRNS, | | |
| TOWNSVILLE, BRISBANE, | | |
| SYDNEY and MELBOURNE | | |

* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th July, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR TAMSUI VIA SWATOW AND
AMOI.

THE Company's Steamship

"DALJIN MARU"
Captain T. Ogata, will be despatched for the
above ports on SUNDAY, the 21st inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 15th July, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR ANPING (VIA SWATOW AND
AMOI).

THE Company's Steamship

"MAIDZURU MARU"
Captain K. Sadraki, will be despatched for the
above ports on WEDNESDAY, the 25th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 15th July, 1901.

SHEWAN TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA"
Captain Williamson, will be despatched for the
above port on or about 15th August, and will
be followed by the Steamship
"ATAKA"
on or about 15th September.

For Freight, apply to

SHEWAN TOMES & CO.,
Agents.

Hongkong, 8th July, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHEFSON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

"S.S. 'STRATHGYLE'" On or about 15th Sept.

THE Steamship "STRATHGYLE" will
be despatched for SAN DIEGO and
SAN FRANCISCO VIA MOUJ-KOBE and
YOKOHAMA on or about 15th September.
Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-
tined to points beyond San Francisco, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 10th July, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CAIRO. Sailings from
CAIRO to CAPE PORTS every fortnight.
For Freight and further particulars,
apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|------------------|------------------------------|
| "GAELIC" | TUESDAY, 23rd July, at Noon. |
| "CHINA" | TUESDAY, 6th Aug. at Noon. |
| "DORIC" | THURSDAY, 15th Aug. at Noon. |
| "PERU" | SATURDAY, 31st Aug. at Noon. |
| "COPTIC" | TUESDAY, 10th Sept. at Noon. |
| "CITY OF PEKING" | TUESDAY, 24th Sept. at Noon. |

THE O. & O. S. S. Co.'s Steamship "GAELIC" will be despatched for SAN FRAN-
CISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA
and HONOLULU on TUESDAY, the 23rd July, at Noon, taking Freight for Japan, the
United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of
24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials
located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only)
are granted and will apply only to Missionaries, members of the Naval and Military
Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid
full first-class fare from ports of call in the Orient to the United States, Canada, or Europe,
and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months,
will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original
port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the
United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port
of call for return voyage at any time within twelve months, will be allowed a reduction of ten per
cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities of the United States, &c. Overland Railway, to
Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the
Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (value at \$100 gold
or over) destined to points beyond San Francisco in the United States, should be sent to the
Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is
less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies,
Queen's Building.

Hongkong, 15th July, 1901.

TO IMPORTERS FROM THE UNITED
STATES.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED,
having Established a REGULAR SERVICE
OF STEAMERS FROM SEATTLE (Puget
Sound) to JAPAN, CHINA and the
PHILIPPINES, in conjunction
with the
GREAT NORTHERN RAILWAY LINES
of the United States, are prepared to con-
tract for the conveyance of Goods from
the Pacific Coast and interior
points of U.S.A. to the Orient.

THE Steamship

"KINTUCK"
Sails from Seattle about the 10th of July;
"CHINGWO"
Sails from Seattle about the 24th of July;
"HYSON"
Sails from Seattle about the 10th of August;
"KAISOW"
Sails from Seattle about the 24th of August;
and will be followed by the Company's regular
sailings.

For further particulars, apply at
THE CHINA MUTUAL STEAM NAVI-
GATION CO.'S OFFICES, NEW YORK;
To the Agents of the Company at Japan,
China, Hongkong, Philippines and Straits;
FRANK WATERHOUSE & CO., General
Western Agents, SEATTLE; or to
GEO. SUTHERLAND, General Agent for
the East, SHANGHAI.

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 20th July, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, CONTINENTAL AND AMERICAN
PORTS.

THE Steamship

"SUNDA,"
Captain E. R. Dowell, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for Bombay, on SATURDAY, the 20th July,
at Noon, taking passengers and cargo for the
above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c. will be conveyed via
Bombay without transshipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 8th July, 1901.

NOTICES TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENESK"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI & SHANGHAI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture, and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees risk
and expense.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 8th July, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PATROCLUS"
are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company, Ltd.; in both cases it
will be at Consignees' risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 18th instant.

Optional Cargo will be landed unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 17th instant
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will
be examined at 11 A.M. on the 19th instant.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th July, 1901.

HONGKONG.

Amara, British str., 1,556, Matlock, July 16,
Jardine, Matheson & Co.

Anping Maru, Jap. str., 1,053, Ateumi, July 13,
Mitsui Bussan Kaisha

Armaton Apert, Brit. str., 2,879, Fey, July 15,
David Sasson, Sons & Co.

Bingo Maru, Jap. str., 2,780, Davies, July 15,
Nippon Yusen Kaisha

Chowfa, German str., 1,155, Musing, July 12,
Butterfield & Swire

Elsa, German str., 1,702, Schonwandt, July 15,
Jensen & Co.

Empress of Japan, British str., 3,003, July 9,
C. P. R. Co.

Gaelic, British steamer, 2,601, Finch, July 13,
O. & O. S. S. Co.

Glenesk, British str., 2,274, Rafferty, July 9,
McGregor Bros. & Co.

Hailan, French str., 377, Anderson, July 14,
A. R. Marty

Haitan, British steamer, 1,183, Roach, July 14,
Douglas Lapraik & Co.

Hiroshima Maru, Jap. str., 2,035, Marui, July 14,
Nippon Yusen Kaisha

Hoiha, French str., 509, Merlees, July 14,
A. R. Marty

Hongkong, French str., 862, Pannier, July 15,
A. R. Marty

Indrapura, British str., 3,151, Hollingsworth,
July 6, Shawar, Tomes & Co.

Lombard, British str., 1,658, Raiser, July 8,
Dodwell & Co., Ltd.

Loonmoon, Ger. str., 1,245, Scheldt, July 15,
Simonsen & Co.

Macduff, British str., 1,882, Clegg, July 15,
Dodwell & Co., Limited

Maria Valerie, Aust. str., 2,048, Berberovich,
July 15, Sander, Wicler & Co.

Michael Johnson, Ger. str., 710, Jensen, July 13,
Chinese

Munchen, German str., 4,691, Krebs, May 28,
Melchers & Co.

Nanshan, British str., 1,209, Jones, June 27,
Bradley & Co.

Oak Branch, British str., 2,064, Schell, June 12,
Dodwell & Co., Limited

Obi, British str., 1,951, Pinkham, July 13,
Mitsui Bussan Kaisha

Olympia, Aust. str., 1,730, Truebridge, July 6,
Dodwell & Co., Limited

Rajaburi, German str., 1,189, Ahlborn, July 9,
Butterfield & Swire

St. Irene, British str., 2,474, Clements, July 8,
Order

San Antonio, Amr. str., 500, Hamilton, July 1,
Order

Simongan, Dutch str., 1,818, Sandman, April 18,
Chinese

Sishan, British str., 852, H. Holton, July 9,
Bradley & Co.

Suisang, British str., 1,776, Tadd, July 9,
Jardine, Matheson & Co.

Sungking, British str., 1,921, Moore, July 6,
Butterfield & Swire

Goliath, battleship, 12,350 tons, 16 guns, 13,500
hp., Capt. Lewis E. Wintz, at Nanking

Hanchi, torpedo-boat destroyer, 280 tons, 6 guns,
4,000 h.p., Lieut.-Comdr. G. C. Hardy, at
Shanghai

Hart, torpedo-boat destroyer, 290 tons, 6 guns,
4,000 h.p., in reserve, at Hongkong

Humber, storeship, 1,040 tons, Comdr. H. J.
Davison, at Shanghai

Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600
hp., Capt. Charles Windham, at Shanghai

Janus, torpedo-boat destroyer, in reserve, at
Hongkong

Kinshu, river gunboat, Lieut.-Comdr. G. B.
Powell, on Yangtze

Lizari, gunboat, 715 tons, 6 guns, 1,000 h.p.,
Lieut. John C. Watson, at Amoy

Ocean, battleship, Hon. A. G. Curzon Howe, at
Weihaiwei

Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p.,
Capt. J. H. T. Burke, C.B., at Wosung

Otter, torpedo-boat destroyer, Lieut.-Comdr. C.
P. Mansel, at Weihaiwei

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
Comdr. W. H. Nicholson, at Tongku

Pique, gunboat, 755 tons, 6 guns, 1,200 h.p.,
Lieut.-Com. A. H. Oldham, at Hongkong

Redpole, gunboat, 855 tons, 6 guns, 720 h.p.,
Lieut.-Comdr. Chas. F. Corbett, Kinkiang

River, gunboat, 453 tons, 6 guns, 1,200 h.p.,
Lieut.-Comdr. Cowper, at Kinkiang

Robins, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut.-Comdr. R. W. Dalry, at Shanghai

Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in
reserve, at Hongkong

Taku, torpedo-boat destroyer, 250 tons, in re-
serve, at Hongkong

Talbot, cruiser, 5,600 tons, Capt. F. G. Stepford,
at Yokohama

Tamir, receiving ship, 4,000 tons, 6 guns, Com-
modore Francis Powell, C.B., at Hongkong

Terrible, 1st class cruiser, 14,200 tons, 30 guns,
Capt. Percy M. Scott, C.B., at Weihaiwei

Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in
reserve, at Hongkong

Waterwitch, surveying ship, 620 tons, 450 h.p.,
Lieut.-Comdr. W. O. Lyne, at Hongkong

Wivern, coast defence ship, armoured, 2,750 tons,
4 guns, 1,000 h.p., at Hongkong

Whiting, torpedo-boat destroyer, 360 tons, 6 guns,
5,000 h.p., Lieut. and Comdr. Mackenzie,
at Weihaiwei

Yokohama, receiving ship, 4,000 tons, 6 guns, Com-
modore Francis Powell, C.B., at Hongkong

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modore Francis Powell, C.B., at Hongkong

Yokohama, receiving ship, 4,000 tons, 6

